The Alaskan Way Viaduct & Seawall Replacement Program

Central Waterfront

Alaskan Way Viaduct

Seattle Planning Commission

Program Update

July 10, 2008

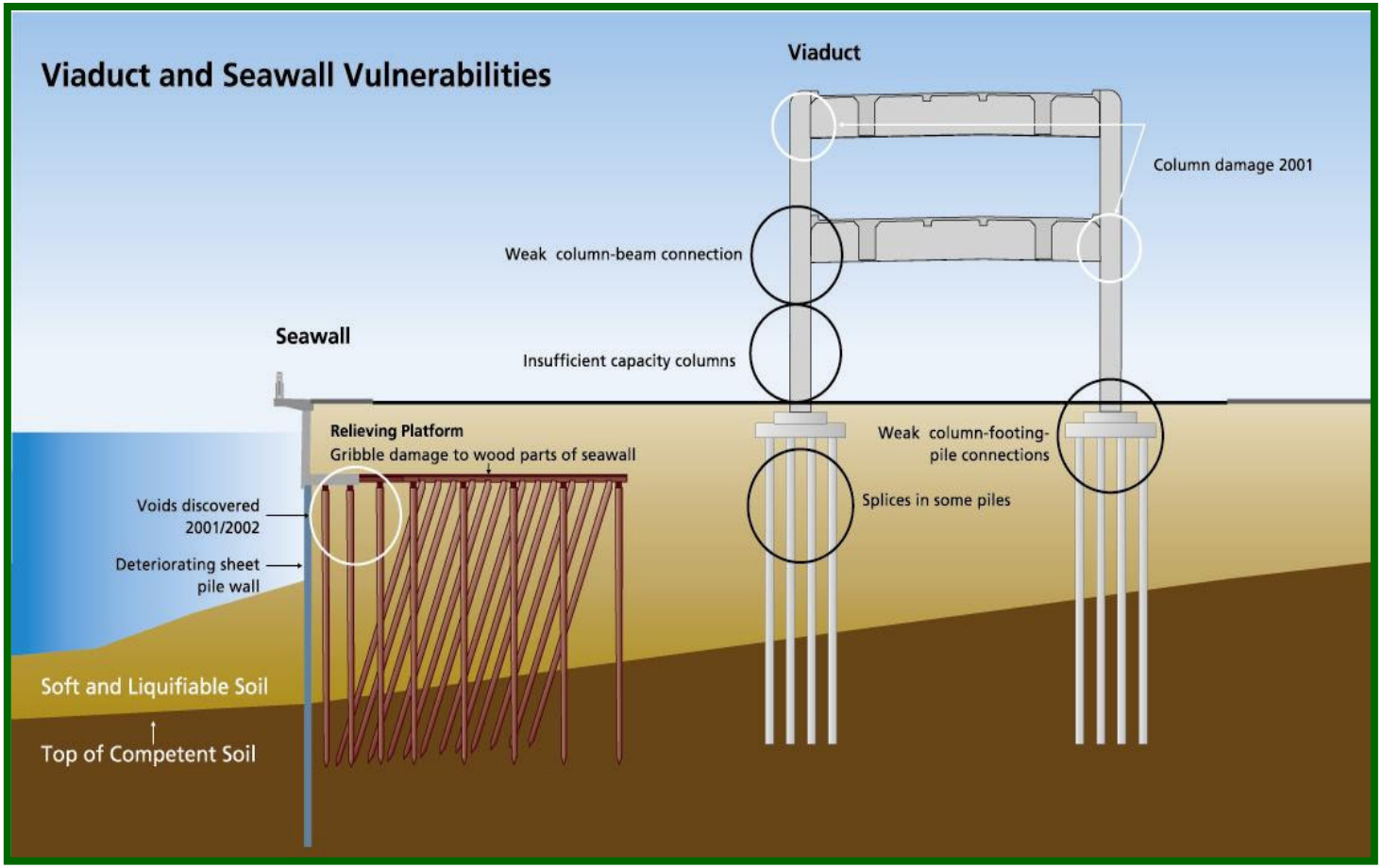
U.S. Department of Transportation Federal Highway Administration

WSDOT

King County

City of Seattle

Urgent Need



Regardless of the alternative, the central seawall must be replaced.

The Path Forward: Central Waterfront

2007

Winter: Begin central waterfront planning

2008

December: Recommendation made on final alternative for central waterfront

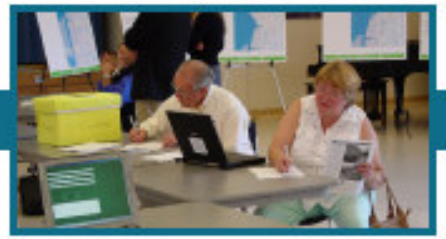
2009

Begin design on central waterfront alternative

2012

Remaining viaduct begins to come down

Public Input



Public Input

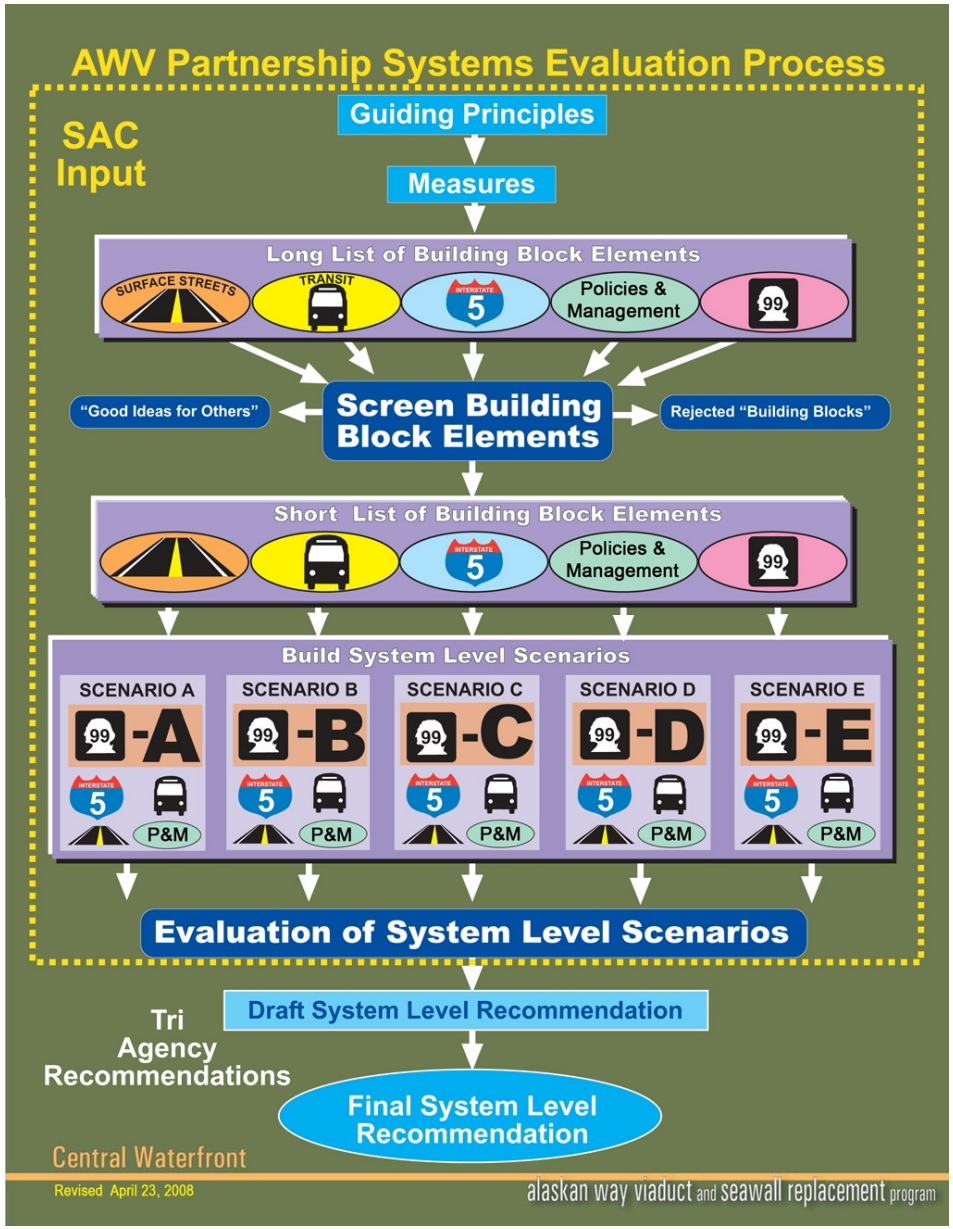
The Path Forward: Central Waterfront

- Old project area addressed SR 99; new project area considers regional transportation network
- Opportunity to improve transportation system as a whole and benefit all modes

Stakeholder Advisory Committee

- 30 individuals representing communities, economic interests and cause-driven organizations
- Meet once a month from December 2007 to December 2008
- Review, deliberate and comment on central waterfront work

Central Waterfront



Stakeholder Advisory Committee Schedule

Month	Topic
January	Guiding principles and measures
February	Building blocks: surface streets, I-5
March	Building blocks: transit, policies and management
April	Building blocks: SR 99
Early May Late May	Building blocks: remaining questions Measures
June	Proposed draft scenarios
July	Final draft scenarios Final measures
August - November	Scenario evaluation
December	Recommendation to executives

Guiding Principles

Improve public safety. Replacing the viaduct is an urgent public safety issue. Any solution to the Alaskan Way Viaduct must improve public safety for current viaduct users and along the central waterfront.

Provide efficient movement of people and goods. Any solution to the Alaskan Way Viaduct must optimize the ability to move people and goods today and in the future in and through Seattle in an efficient manner, including access to businesses, port and rail facilities during and after construction.

Maintain or improve downtown Seattle, regional, the port and state economies. Any solution to the Alaskan Way Viaduct must sustain the city, region, port and state's economic vitality during and after construction.

Enhance Seattle's waterfront, downtown and adjacent neighborhoods as a place for people. Any solution to the Alaskan Way Viaduct must augment Seattle's reputation as a world-class destination.

Create solutions that are fiscally responsible. Any solution to the Alaskan Way Viaduct must make wise and efficient use of taxpayer dollars. The state's contribution to the project is not to exceed $2.8 billion in 2012 dollars.

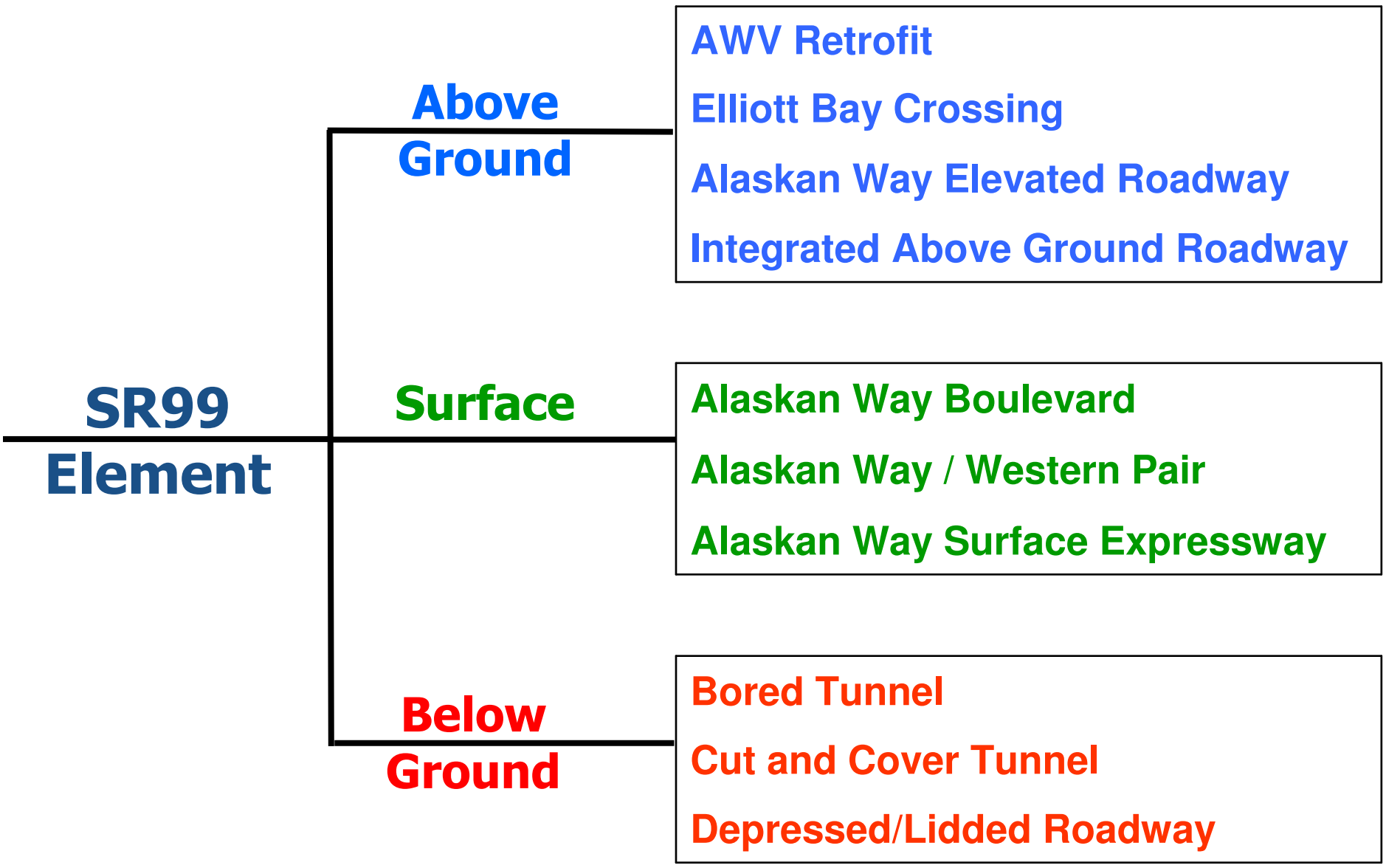
Improve the health of the environment. Any solution to the Alaskan Way Viaduct must demonstrate environmental leadership, with a particular emphasis on supporting local, regional and state climate change, water quality and Puget Sound recovery initiatives.

Measures

Example measures:

- Measure travel times for general purpose traffic
- Measure change in share of trips made by transit, carpool, bicycle, or foot
- Evaluate changes in access to business districts
- Evaluate directness of routes and changes in access for freight
- Assess changes in air quality/carbon footprint

Central Waterfront



I-5

- Prioritize through trips over access to downtown
  - Reduce number of ramps
- Improve flow by reducing weaving
- Operate the system more efficiently
  - Variable speed limit and queue warning
  - Travel time signs
  - Automated reversible express lanes
- Keep transit moving
- Add capacity for vehicles and freight

Transit

- Improve frequency of planned Rapid Ride service and add more routes
- Improve frequency, speed and reliability of major transit routes
- Add new commuter-oriented routes to serve periphery of downtown
- Add new streetcar lines
- Increase West Seattle ferry service
- Maximize use of central Link light rail with feeder bus routes
- Prioritize buses in traffic using bus only lanes, signal priority and bus stop spacing
- Extend Link light rail to provide service between downtown Seattle and Lynnwood, Redmond and Tacoma
- Increase Sounder commuter rail service

Policies and Management

Reduce the number of single occupant cars on the road

- Manage parking supply to favor short-term parking
- Promote the use of transit, biking, walking
- Make transit an affordable, reliable and easy-to-use choice
- Promote higher-density mixed-use development
- Utilize employer-based strategies to encourage alternative modes
- Separate the cost of parking from the cost of buying/renting a home/business
- Use pricing to discourage peak-period single-occupant auto travel

Policies and Management

Make the most of the capacity we have

- Manage roads actively to optimize throughput of people/goods
- Provide priority for transit and freight
- Provide real-time information on transportation conditions and options
- Manage demand and congestion related to special events

Surface Street Themes

- *Create strong east-west connections* to move people and vehicles from SR 99 to other streets and I-5
- *Create manifolds* to distribute traffic over multiple pathways into downtown from the north and south
- *Increase north-south* capacity through downtown
- *Enhance the downtown street grid*
- *Provide reliable truck paths* through central Seattle and to Port terminals
- *Keep transit moving* fast and reliably
- *Provide high quality bicycle and pedestrian connections* to and within downtown supporting dense, walkable neighborhoods

What will we learn from the scenario evaluation?

How well do various building block elements work together to meet the guiding principles?

What combinations of elements are most likely to achieve the desired outcomes?

How do surface and transit combinations perform in meeting the guiding principles?

How do the types of SR 99 bypass alternatives meet the guiding principles?

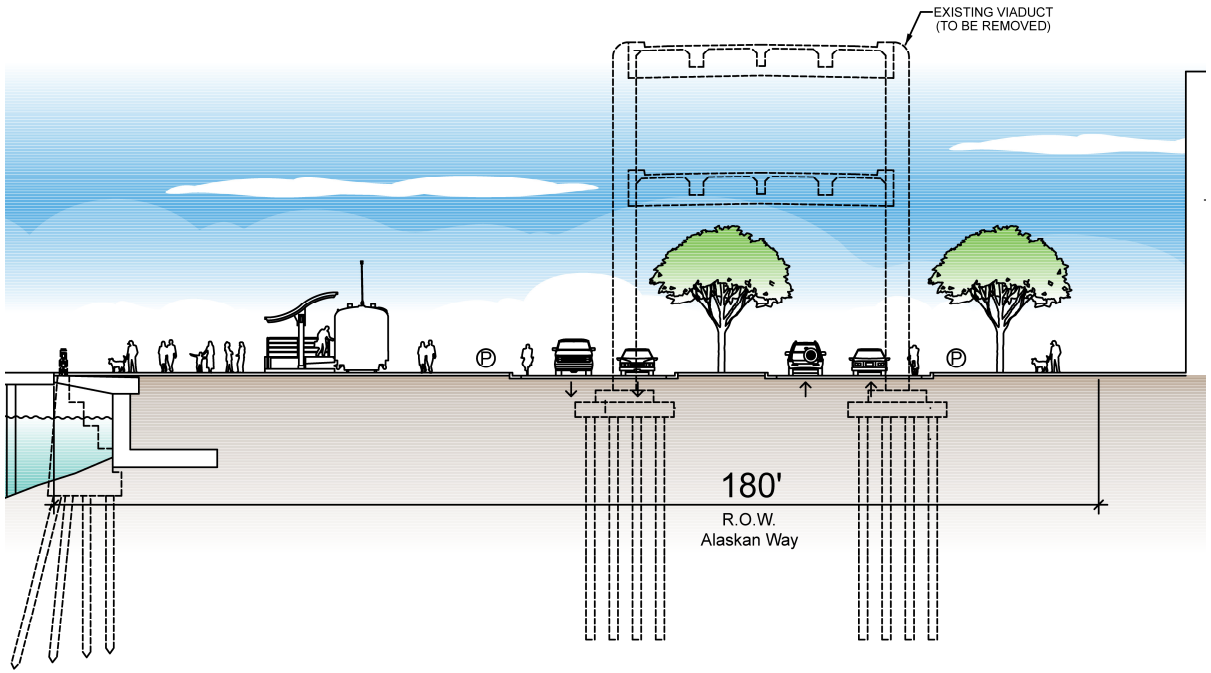
How might elements be re-combined to produce a better systems solution?

Assumptions common to all scenarios

Scenario Development	Assembled around SR 99 building blocks
Systems Solutions Only	Full capacity in-corridor solutions not included
Transportation Modeling	Focus on 2015 - 2020 Sensitivity test of possible 2030 futures
SR 99 Access to Downtown	Provided with new south end SR 99 and at Denny north of Battery Street Tunnel
Transit	Light rail to SeaTac, UW and Northgate Transit Now RapidRide Bus improvements
Mitigation	More work needed based on identified impacts – parking, etc.

Families of SR 99 Building Blocks

Alaskan Way Boulevard
Waterfront Section



SCENARIO A:
Demand Management/ Low Capital

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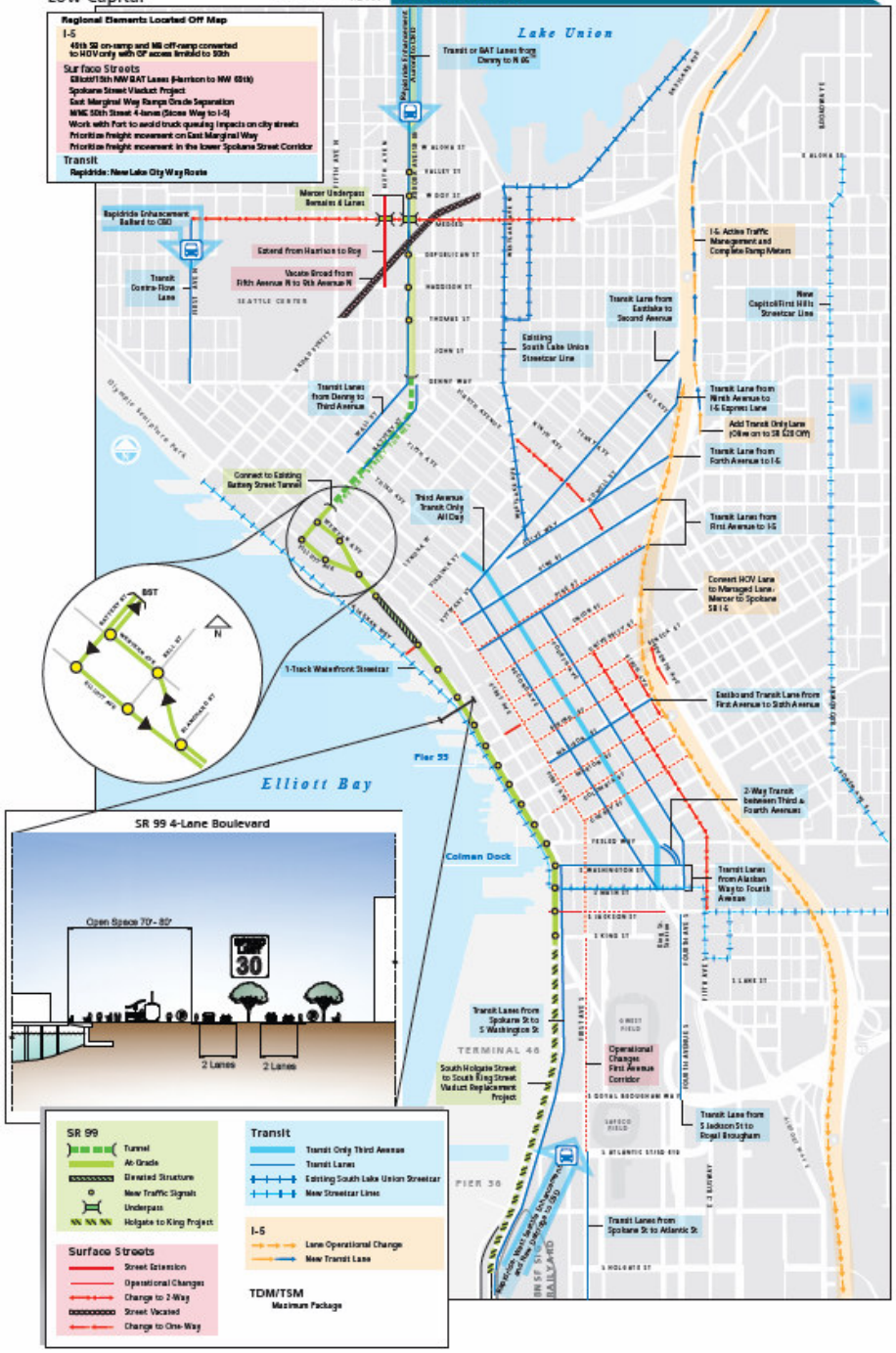

SCENARIO B:
Surface Boulevard

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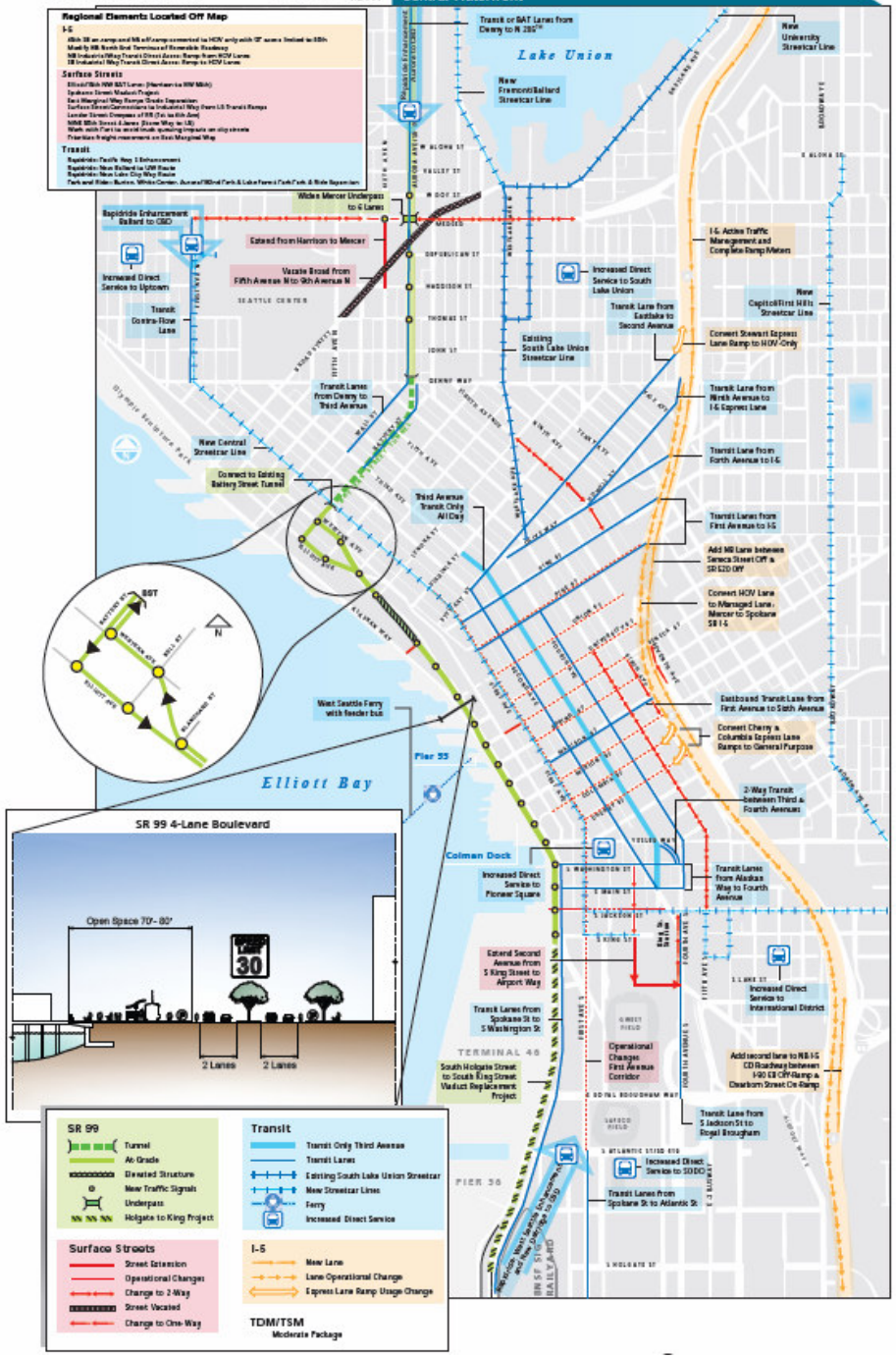

Families of SR 99 Building Blocks

Alaskan Way/Western Pair

View of Alaskan Way

Families of SR 99 Building Blocks

Alaskan Way/Western Pair

View of Western Ave.

SCENARIO C:
Alaskan Way/Western Couplet

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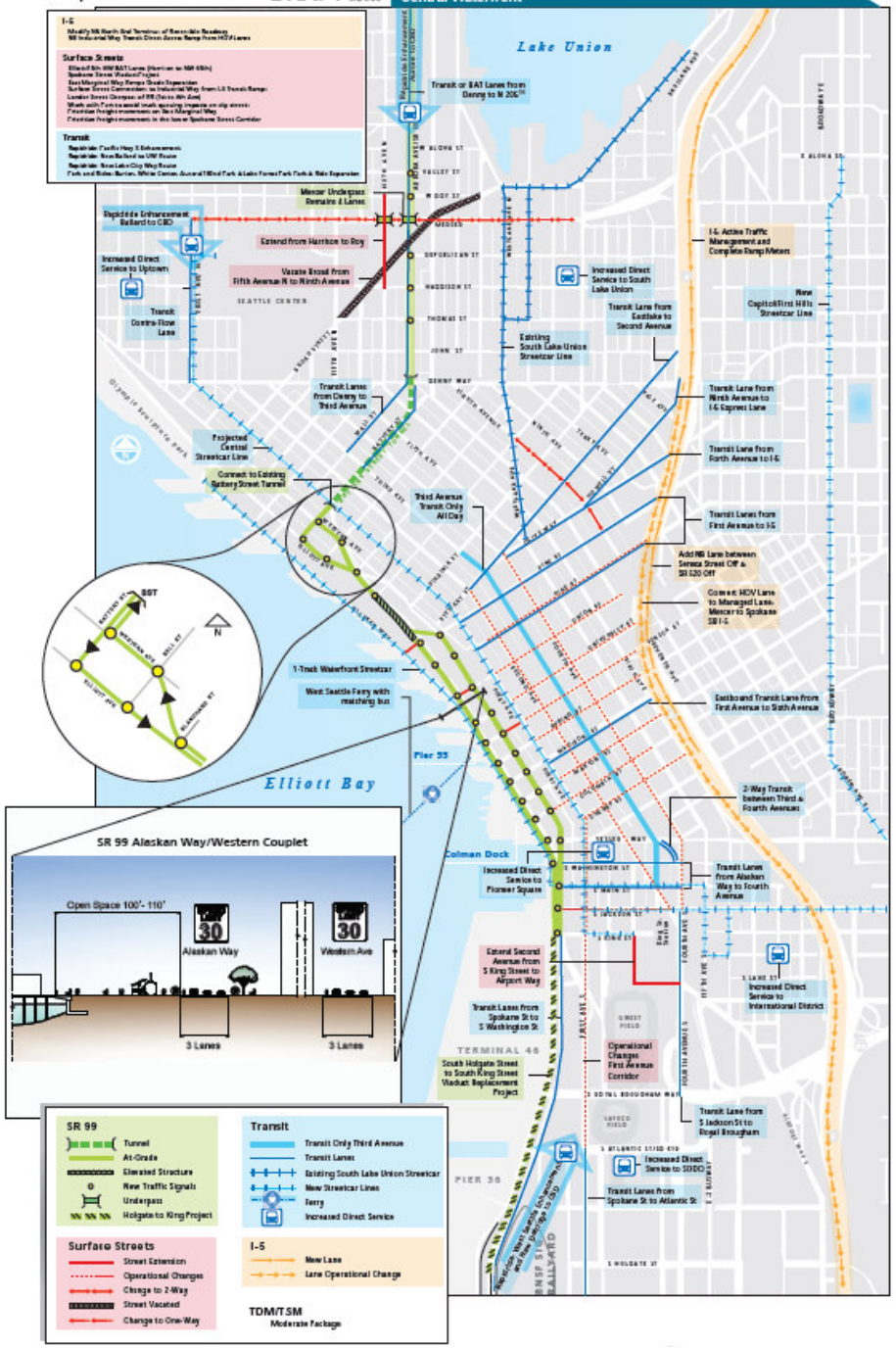
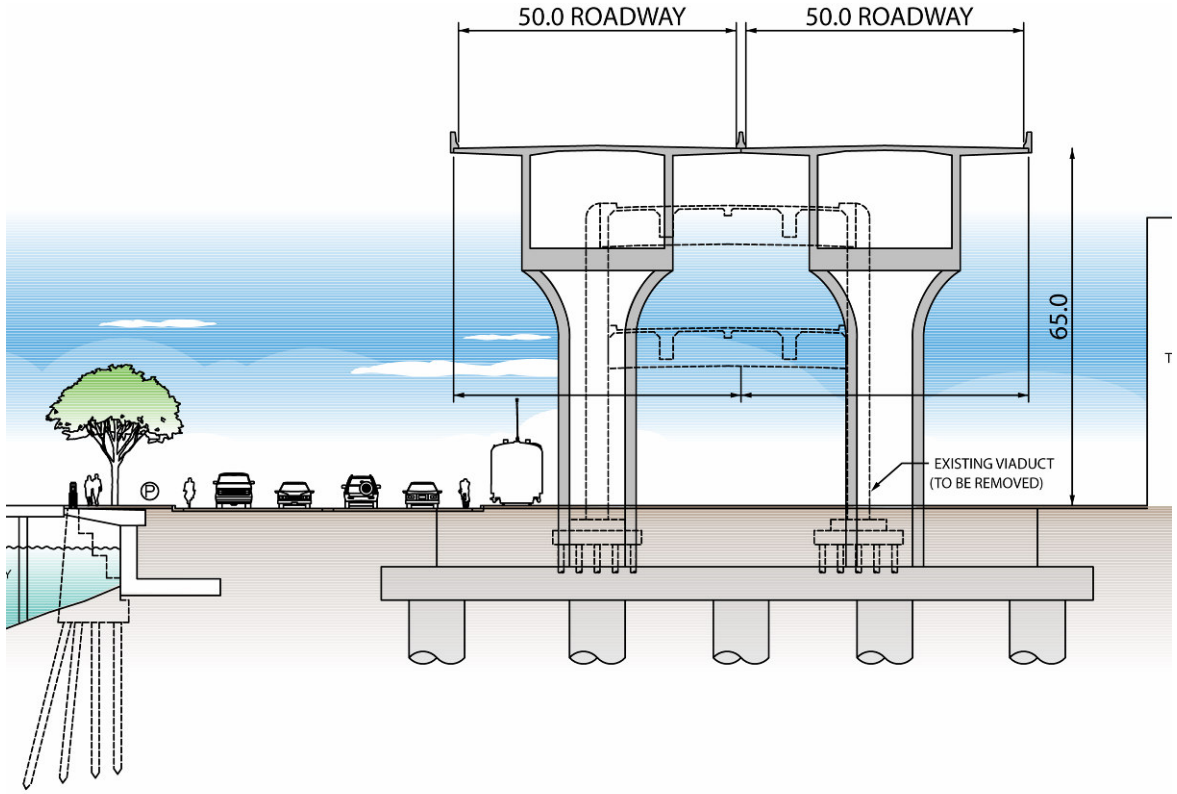


Families of SR 99 Building Blocks

Alaskan Way Elevated Roadway



SCENARIO D:
4-Lane Elevated

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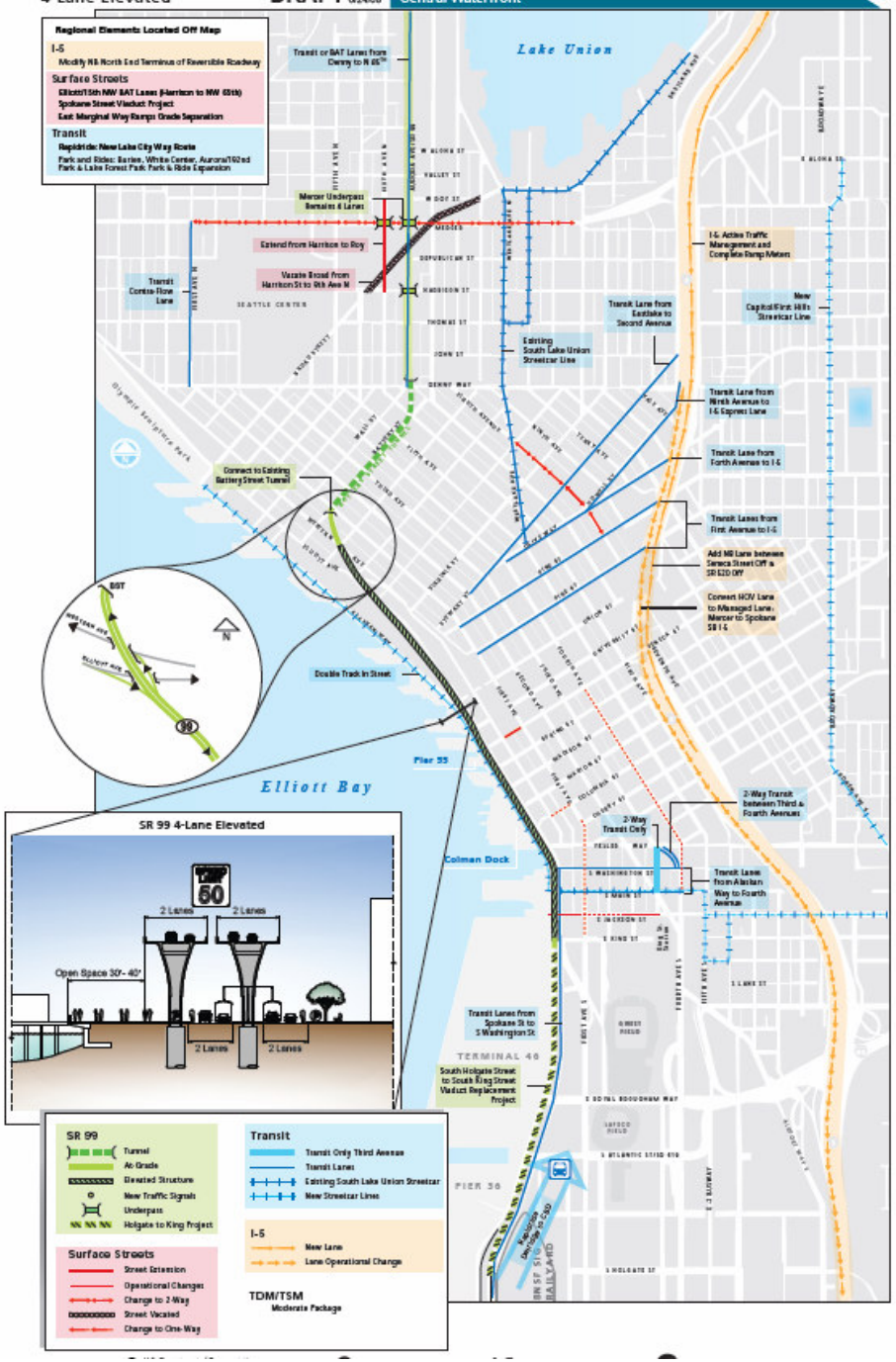

Families of SR 99 Building Blocks

Integrated Above Ground Roadway

SCENARIO E:

4-Lane Integrated Elevated

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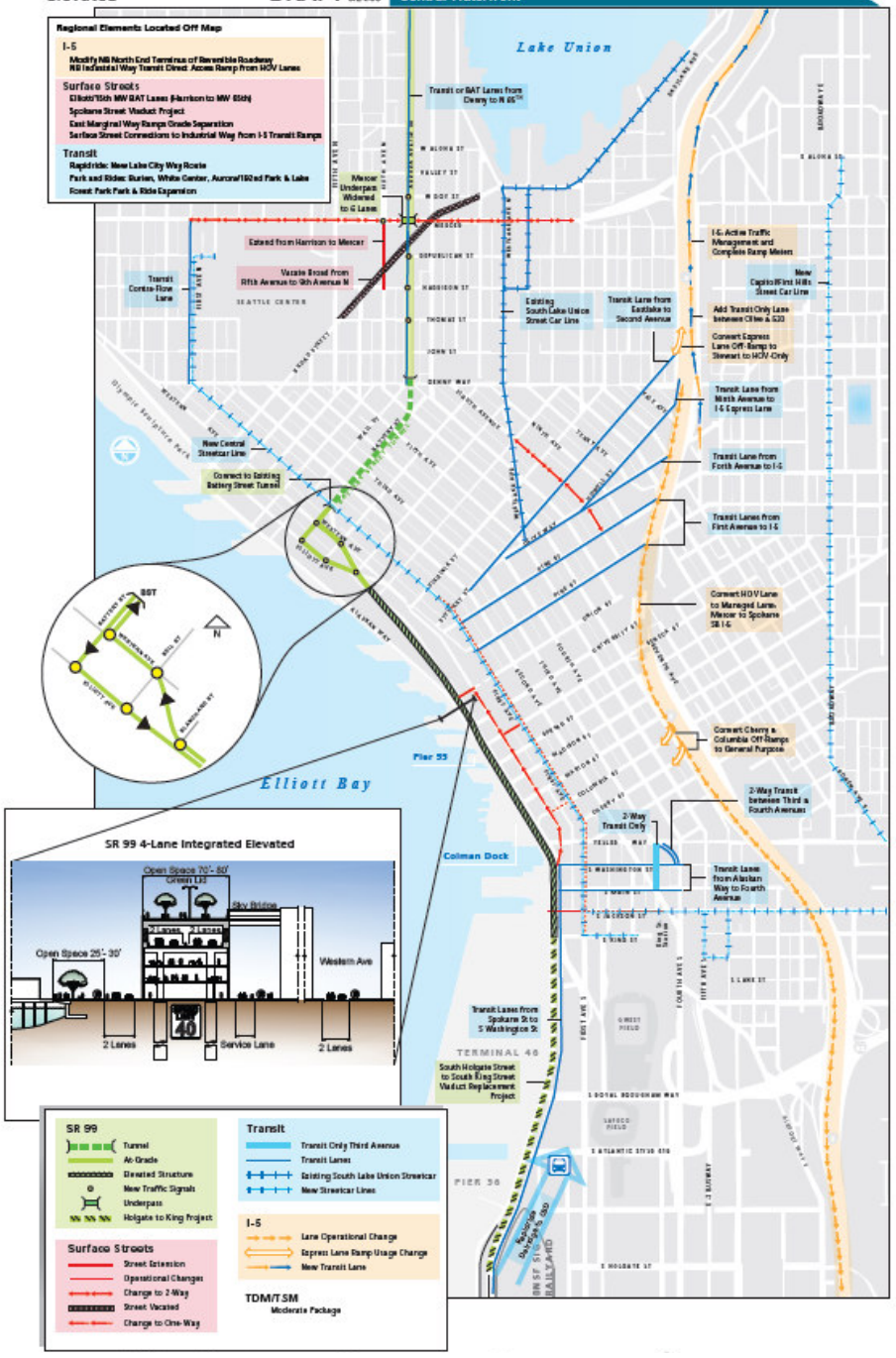
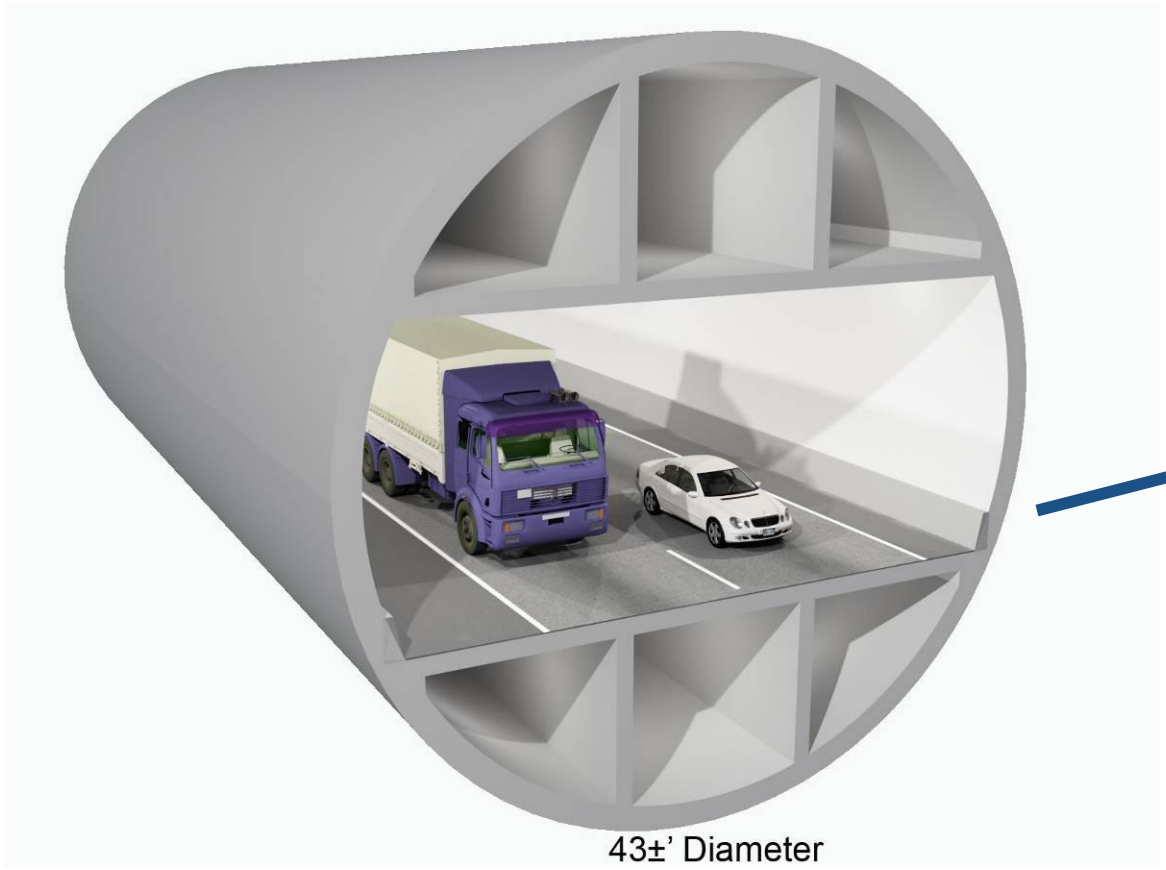


Families of SR 99 Building Blocks

Bored Tunnel Cross Section



43±' Diameter

SCENARIO F:
4-Lane Bored Tunnel

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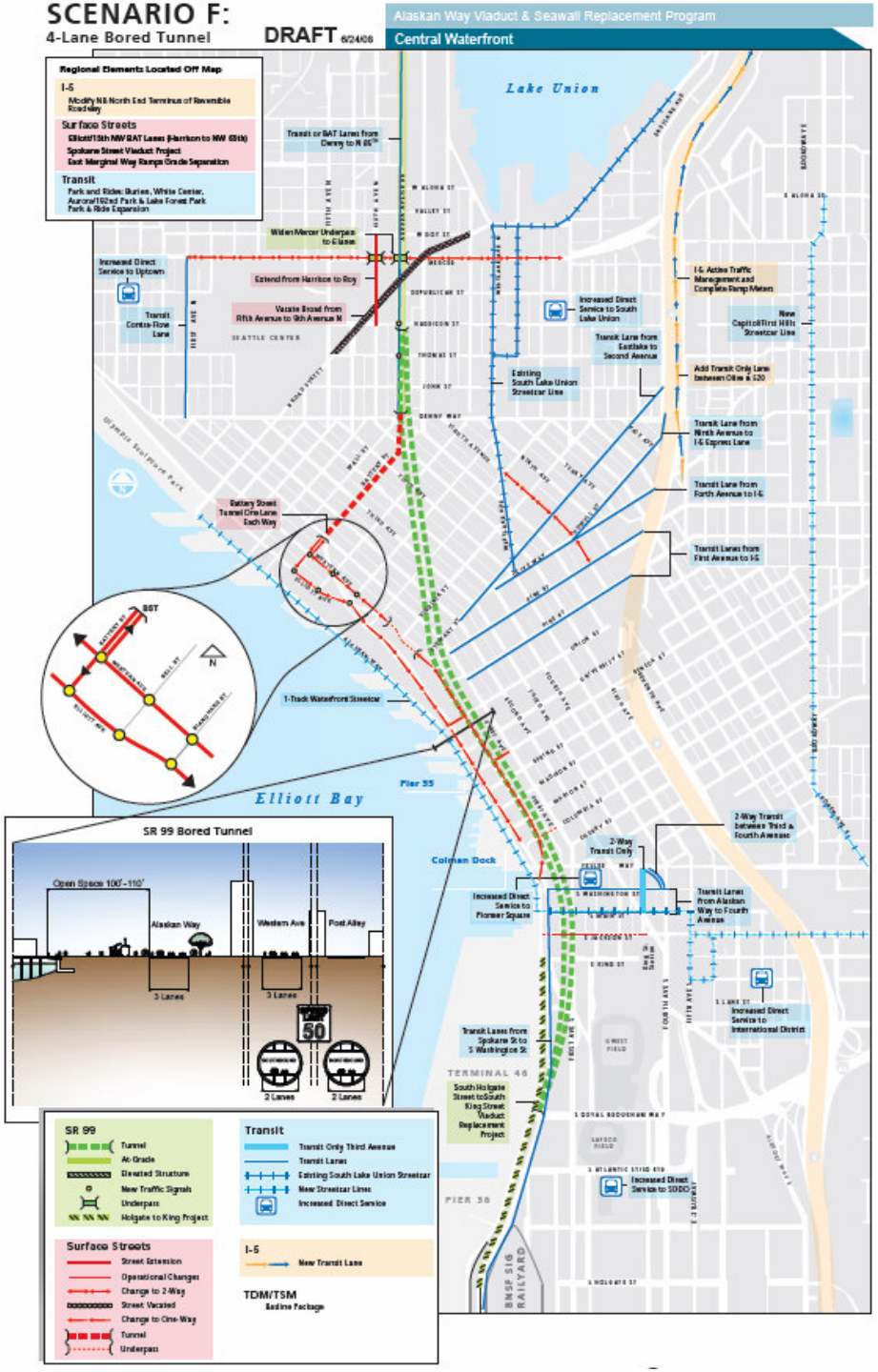
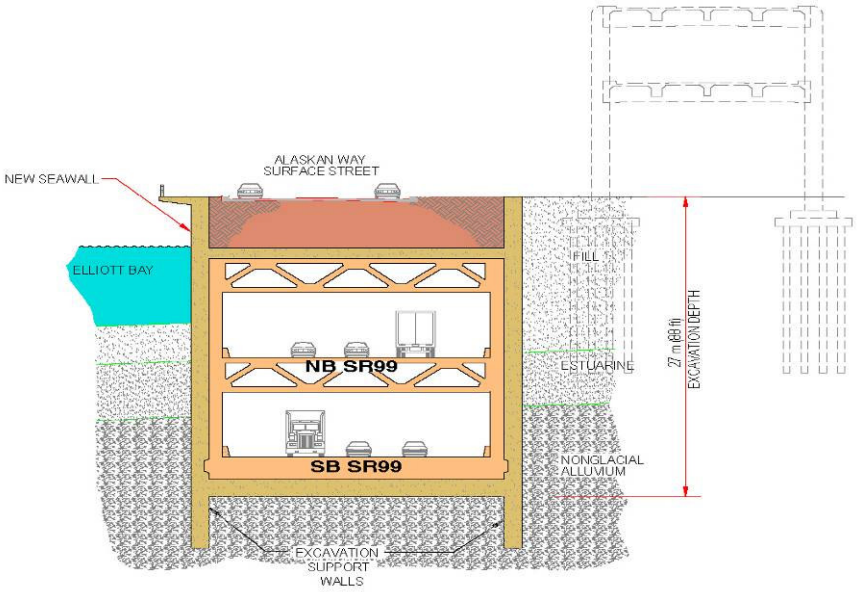
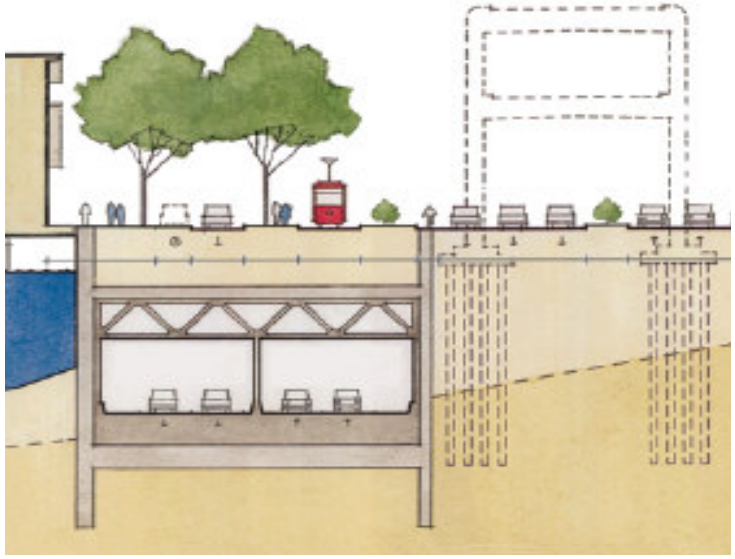


Families of SR 99 Building Blocks

Cut & Cover Tunnel Types



Stacked



Side-by-Side

SCENARIO G:
4-Lane Cut and Cover Tunnel

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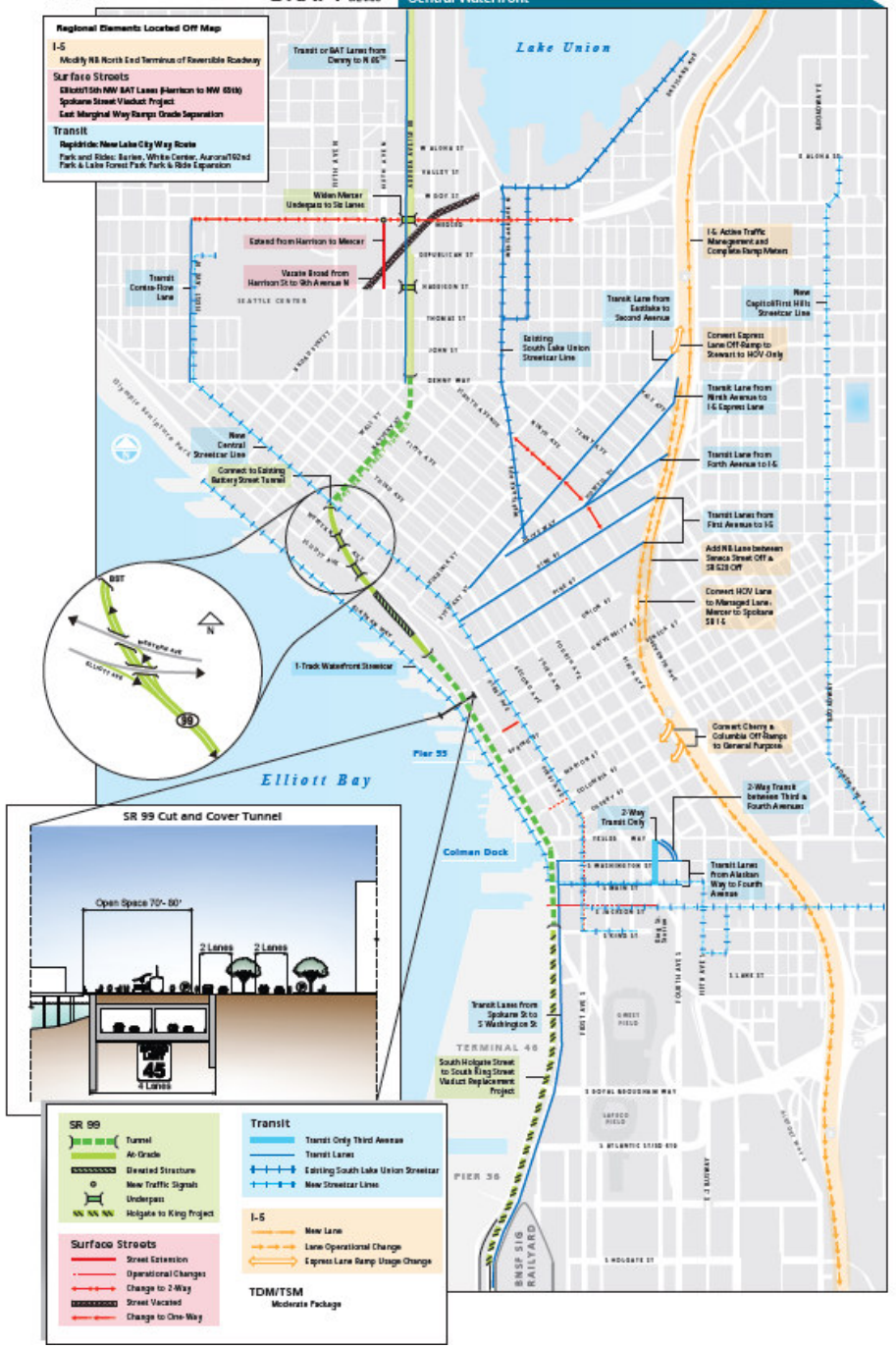

Families of SR 99 Building Blocks

Depressed / Lidded Roadway

SCENARIO H:
4-Lane Lidded Trench

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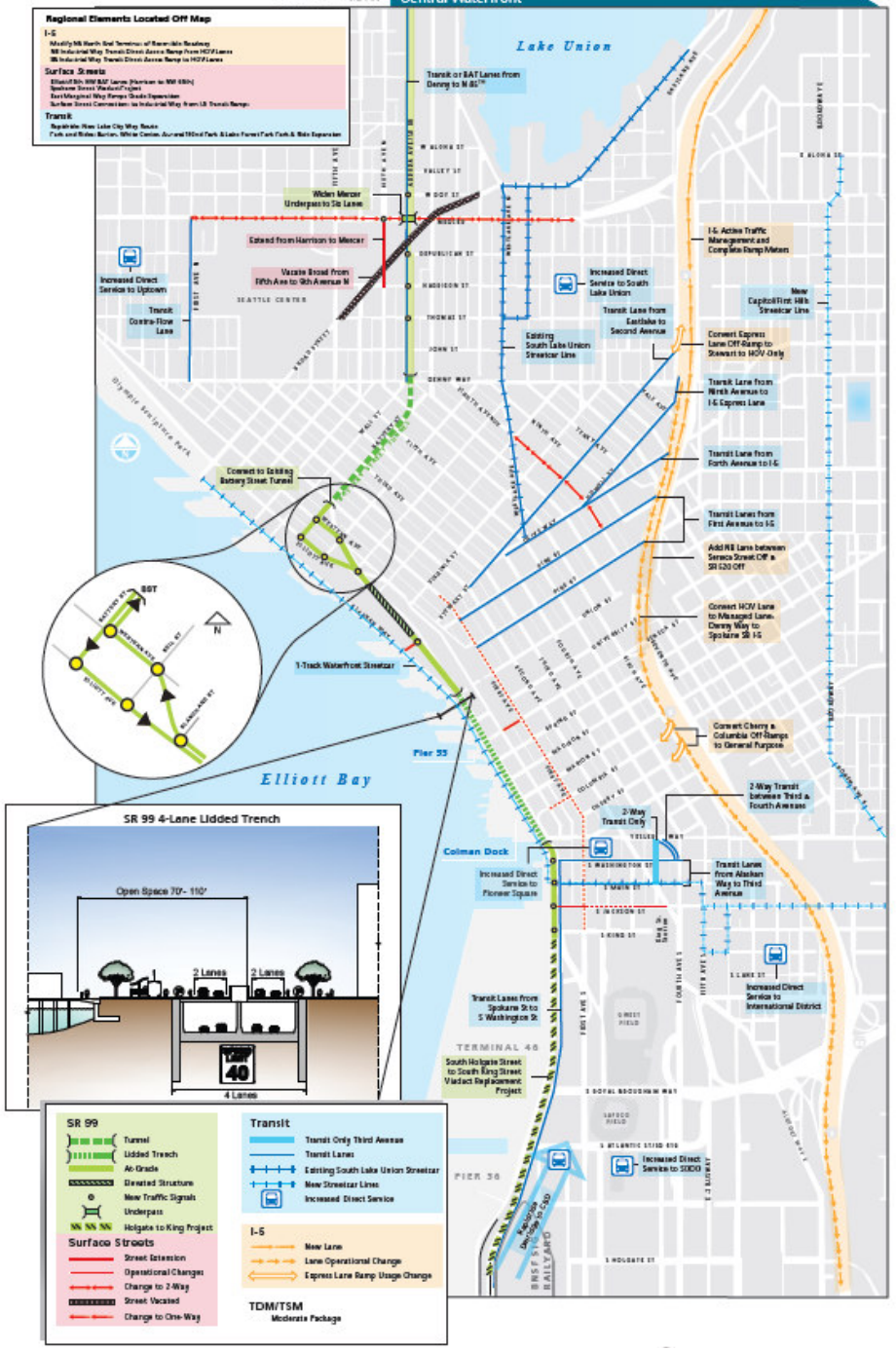
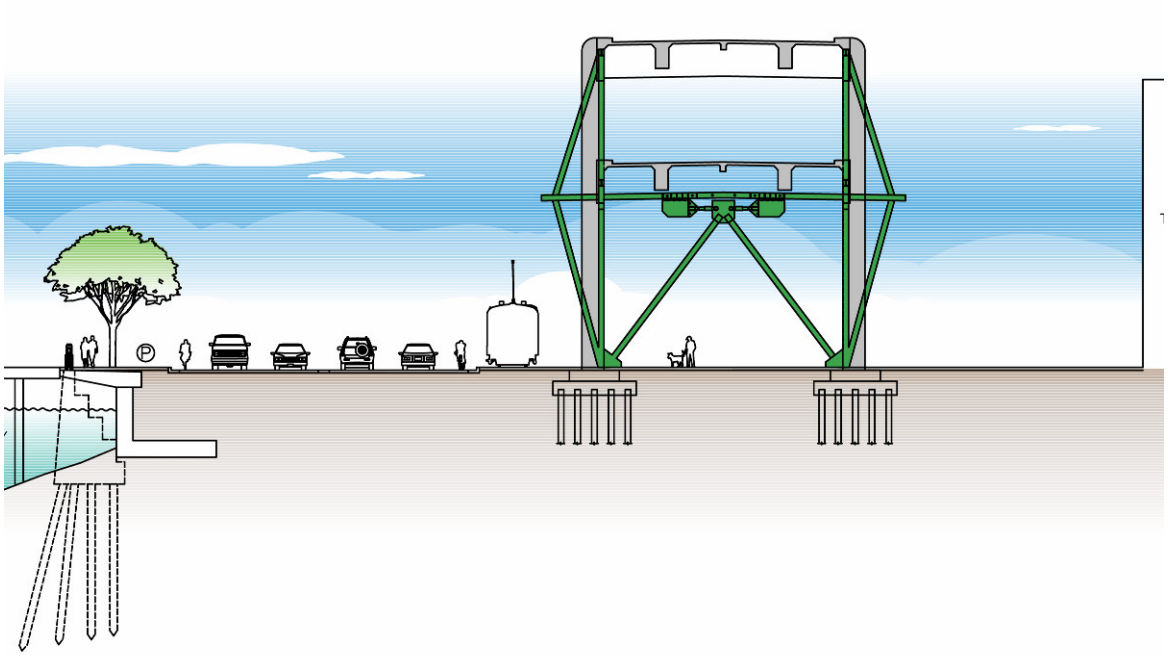


Families of SR 99 Building Blocks

Alaskan Way Surface Expressway

Families of SR 99 Building Blocks

Viaduct Retrofit Section



Families of SR 99 Building Blocks

Elliott Bay Crossing Waterfront Section